Financial. BANK NOTE ENGRAVING.

BANK NOTE COMPANY, MERCHANTS EXCHANGE, NEW-YORK.

OFFICES AT

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New-York, Philadelphia, Boston, New-Orleans, Cincinnation Montreal, and Chicago.

ALBERT H. NICOLAY, STOCK AUCTIONEER, BROKER AND BANKER, No. 52 WILLIAM ST., No. 52 WILLIAM ST.,

Has constantly on hand, at private sale, a large vi-first-class SECURITIES, paying large dividends, and sul-permanent investment, in lots to suit guichasers. Since and Learning Bank, New-York, Sept. 30, 1850.

DIVIDEND.—The Board of Directors have this day declared a Semi-Aunual Dividend of FOUR PER CENT, payable on and after the 18th of Ostober.

The Transfer Book will remain closed until that time.

W. A. KISSAM, Cashier.

OFFICE OF CRICAGO AND NORTH-WESTERN R. R. Co., NEW YORK, Sept. 12, 1859.

THE ANNUAL MEETING of the Bondholders and Stockholders of this Company, for the ELECTION OF DIRECTORS for the year cosming, and for the transaction of sey other business that may legally come before them, will be held at this Company's Office, in the city of Chicago, Ill., on TRUESDAY, the 13th day of October next, at 12 o'clock.

JAMES R. YOUNG, Secretary.

TOTICE .- The ANNUAL MEETING of the STOCKHOLDERS of the NEW-ENGLAND SPRING COMPANY, for the election of Trustees, will be at the effice of the Company, No. 61 Chambers et. New

DATERSON AND HUDSON RIVER RAIL-ROAD COMPANY—DIVIDEND NOTICE—A Dividend FOUR PER CENT upon the capital stock of this Company in he paid at the office of STEBS'NS & BLOODGOOD, No. Williams-k, New-York, on WEDNESDAY, the 5th of Oct. at, and after that day at Paterson, New-Jersey, by the sub-

Oct. 3, 1859. A. S. PENNINGTON, Treasurer. A. S. PENNINGPON, Freadure:

A. S. PENNINGPON, Freadure:

A. S. PENNINGPON, Freadure:

STEAM—
SHIP COMPANY, New York, Oct. 3, 1859.—The requisite sureunt of capital for the organization of this Company having been subactbode, notice is hereby given that a meeting of the mackholders will be held at No. 177 West-at, in this city on SAT-FRDAY, the 18th of October inst., at 1 o'clock p. m., for the purpose of electing five Directors of the said Company.

SPENCER KIRBY,
D. W. CARRINGTON,

Commissioners.

JOHN MUNROE & Co. 'AMERICAN BANKERS.

No. 5 RUE DE LA PAIX, PARIS.
Act No. 2 WALL ST., NEW-YORK.

GRANT LETTERS OF CREDIT for MERCANTILE FURT06ES. Also, CIRCULAR LETTERS of CREDIT on all the
principal Towns and Cides of
FRANCE.

BELGIUM,
GREAT BRITAIN, SPAIN,
GREAT BRITAIN, SPAIN,
GREAT BRITAIN, PORTUGAL,
BELSIA.

N, SPAIN, GERMANY, RUSSIA. SWITZERLAND, SWEDEN, HELAND, ATHENS, CONSTANTINOPLE, ALEXANDRIA, EAIRO, BEYROUT, JERUSALEM, &c., &c.

BILLS ON PARIS, and Sterling Bills, at short or 30 days agut for sale in sums to sail.

ALL kinds of STOCKS, BONDS, &c., bought and sold at BROKERS' BOARD or private sale, by THOMAS DENNY & Co., No. 39 Wall-st

EUGENE THOMSON, Auctioneer and Broker, No. 57 William st., buys and sells STOCKS and BONDS at Brobers' Board. INSURANCE STOCK at private sale. Table of Insurance Stocks sent upon application HARDWARE, METAL and IRON PAPER.

Parties having any to dispose of will find it to their interest capply to P. W. GALLAUDET, Note Broker, No. 64 Wall-st. To Advances made on good business paper.

CHICAGO CITY BONDS—SEWERAGE
CHARAGE COUNTY BONDS—SEWERAGE
LOANS.—The Ronds bear 7 per cent interest Coupons
syable January 1, and July 1, in New York, and mature is
less. The payment of interest and sinking fund is provided for
by an annual cax. The entire debt of the City of Chicago is
\$2,239,000—all of which has been contracted for strictly number
all purposes. For sale by

ASHLEY & NORRIS,
No. 52 Exchange-place. WANTED-NEW-YORK and NEW-HAVEN RAILROAD MORTGAGE SIX PER CENT BONDS, and UNITED STATES STEAM SUGAR REFINING COM-PANY'S STOCK. Apply to ALBERT H. NICOLAY, No. 52 William S.

A UGUST BELMONT & Co., BANKERS, available in all parts of the world, through the Mesers. Refla-childs of Peris, Loudon, Frankfort, Naples and Vienus, and their correspondents.

Copartnership Notices.

THE FIRMS of MCCREADY, MOTT & Co., and McCREADY, MOTT & BRUNDAGE, are this day disselved by mutual consent.

N. L. McCREADY & JOHN W. MOTT have associated with them SILAB C. EVANS, and will continue the SHIPPING and COMMISSION Business as heretofore, under the name of McCREADY, MOTT Co.

REUNDAGE, Jr., has associated with him ABIEL

J. D. BRUNDAGE, Jr., has associated with him ABIELL
LEV WOOD, and will continue the DISTILLERY and NAVAL
E Business, under the name of
York, October 1, 1859. J. H. BRUNDAGE & Co.

Baints, Dils, Glass, &t.

NERAL OIL .- This is a very superior Coa Oil, unsurpassed in quality and chesquess by any other is.

There is nothing more beautiful in color, or more brit our durable in burning. It does not explode, and burns it must Keroseue Lemps, and being uniform, purchasers will as obtain the same excellent article. Barries 40 gallons.

JOHN W. QUINCY & Co., No. 56 Williamsk.

YESPER GAS-LIGHT GREATLY IM-PROVED.—The best and cheapest Artificial Light in use, atures for sale by HOLT & CONE, successors to Vesper Gas-sht Company, No. 579 Broadway, New-York.

Billiard Cables.

DHELAN'S IMPROVED BILLIARD TABLES patentee and manufacturers,
O'CONNOR & COLLENDER,
Nos. 63, 65, 67 and 69 Crosby at., New-York.

Professional Notices.

MERICAN and FOREIGN PATENTS. J. P. PIRSSON, No. 5 WALL-ST., N. Y.

DEAFNESS.—A newly-invented instrument for free carrene cases of Deafness, called the SOUND MAGNIFIER, ORGANIC VIBRATOR, and INVISIBLE VOICE
CONDUCTOR. It fils into the ear so as not to be in the least
perceptible. The unpleasant sensation of singing noises in the
lead is entirely removed. It affords instant relief to the deafest
persons, and enables them to hear distinctly at church and at
public assemblies. Price 42 13. Mosers. SOLOMONS, Opticians and Aurists, No. 32 Albernarle-st., Piccadaily, W., epposite the York Hotel, London, England. Sent by past.

NEW PATENT SPECTACLES.—One pair suits for life. Prof. FRANKS, Park-row, New York, Octilist, Lecturer on Vision, Optician to the New-York Eye Hospital, and Spectacle-maker to the Eye Intimary, introds visiting, professionally, the principal cities in New-York, New-Jersey, Eastern, and Southern States.

DATENT AGENCY OFFICES.—American and A European PATENTS SECURED, and a Pamphlet of Advice furnished free, on application to MUNN & Co., Office of The Scientific American, No. 57 Park-row, New-York City. CTETSON'S PATENT AGENCY.—THOMAS D. STETSON, SOLICITOR of AMERICAN and FOR-EIGN PATENTS, No. 5 Tryon-row, New-York. Advice free.

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WM. H. JACKSON & Co.,

Box 188 5th av., Madison square, and 358 6th av., corner first et.,

offer rare inducementa to families and commisseurs in Wines,

Tree, Groceries, Fruits, Condinents, Table and

HOUSEHOLD ARTICLES, &c.

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DOUBLE STOUT AND PORTER,
In Imperial Fints and Common Plans, BY THEIR SOLE AGENT FOR THE UNITED STATES, C. E. HABICHT, No. 127 Pearl St. GLENFIELD PATENT STARCH-Used in

Laundress to be the finest starch she ever used. Bold by all Grocers, &c. 18AAC BUCHANAN & Co., No. 13 William st. SOAPS and CANDLES.—

J. C. HULL & SONS.

Formerly W. Hull & Son.

Nos. 100, 110, 112 and 114 Cliff st., New-York.

MANUFACTURERS OF
EXTRA FAMILY and FALE SOAPS,
Over eathly varieties of
FANCY SOAPS.
"THE IMPERIAL LUBRICATING OIL."

WELLINGTON & ABBOTT

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JULES ROBIN & C. COGNAC,

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GRAFFLEAF GIN.

DEWDROP GIN.

260 HOW to LIVE CHEAP.

Househeeping, prichase your
TEAS, WINES, GROCERIES, AND PROVISIONS,
of all hinds, at the immease establishment of

neuse establishment of THOMAS R. AGNEW, No. 266 Greenwich st., cor. Nurray.

CARRIAGES! CARRIAGES!--An elegant as sortment of first class Carriages, manufactured in this city, may be found at No. 185 Broadway, our Jothest. Strangers visit the city are incited to call. Historicad catalyses sent of requested.

JAMES B. BREWSTER.

Sales by Auction.

BY BANGS, MERWIN, & Co., Trade Sale B Recor a No. 15 Park-row
WEDNESDAY EVENING, Oct. 5, at 61 o'clock,
BOOKSTILERS TOOK of STANDARD and MISCELLANEOUS BOOKS in great variety, including many variable
works and fire Bibles. Also, Classical and School Books and
Staple and Fancy Stationery, 8c.

HENRY H. LEEDS, Auctioneer,
Salesroom No. 23 Names at.
HORSES AND CARRIAGES.
HENRY H. LEEDS & Co. will sell at Auction or TUESDAY,
Out 4, at 11 o'cleck, at the private stables on Lexington av., between 23d and 23b ca. by order of the President and Directors
of the Putton Bank, horse, carriage, harness, blankets, ac.,
lately bell raing to W. J. Lanc, jr., consisting of the following
fine horses, viz:

hely bell nains to W. J. Lean, J.

The roan horse "Cobb"

The roan horse "Boston"

The bay horse "Boston"

The surrel house "Selian"

The classical mare "Bosa"

Carriagons, &c.—One Calenhe, one side-bar Wagon, one full

Epring, do.; one top, do.; a one-horse Eleigh; one two-horse
do. &c.

Harness, &c.—One collar, harness and traces, six sets single
harness, made by Gibson; two sets double harness, do; lines,
and the bridge, while, fan-Hanness, &c.—One collar, farmers and traces, six sets single harmers, ande by Gibson; two sets double herness, do; lines, steel pole and chains, harness house, saddles, bridles, whips, fancy woolen blankets, sheets and hoods; silk, do; foot muffs, Arners the for robe, fancy wolf, Africas lyux, for cost, fly ucts, sielsh bells, circlopies, white flamel drivers, blankets and hoods trimmed with hine silk, and many other articles, together with the furniture, bedeing, bedeteats, chairs, stoves, carpets, &c. Also, hay, cars, shorts, &c. Bale wittout reserve. For further particulars, see extinction. ee ostalegae.

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THE GUARDIAN

LIFE INSURANCE COMPANY OF NEW-YORK.

> OFFICE IN CONTINENTAL BANK BUILDING, No. 7 Nassau-st.

POLICIES IN FAVOR OF AND PAYABLE

TO THE WIFE, Free from the claims of Creditors. POLICIES PAYABLE ON ATTAINING A CERTAIN AGE. Or payable in case of death before attaining such POLICIES GRANTED TO CREDITORS, On the Lives of their Debtors. POLICIES GRANTED FOR ANY NUMBER OF YEARS

Premiums Payable in Cash,
Quarterly, Semi-Annually, or Annually,
DIVIDENDS DECLARED EVERY THREE YEARS, nd the surplus belonging to the Policy-holders returned to them

and is redeemed when the aggregate issue shall have amounted to

This serie bears 6 per cent per annum interest, payable in cash

purchase the scrip for the benefit of the Policy-holders before This scrip is not affected by the forfeiture or sale of the policy

which is a great advantage over the system adopted by some companies, of subjecting the dividend to the same terms of for-feiture and sale as the policy, by indorsing it thereon. This is clearly unjust, as the divideod is a surplus fund and is rightly the property of the insured, irrespective of the policy. The interest on the scrip gradually reduces the premium. ITS PAEMIUMS

ARE BASED UPON EXPERIENCE TO THE PRESENT TIME. class of insurers is required to pay the deficiency of others DIRECTORS.

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Further information will be given on application at the office of the Company, Continental Bank Building, No. 7 Nassurat. New-York, or to any of its authorized Agents. All necessar documents can be obtained as above (GRATIS).

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FIRE INSURANCE COMPANY,
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CHEAPEST AND SAFEST INSURANCE. DEALERS RECEIVE 75 PER CENT NET PROFITS. When preferred, a Discount from the Fremium will be made it lieu of a Participation in the Profits. JOSEPH WALKER, President. THOMAS W. BIRDSALL, Vice-Fresident. R. L. HAYDOCK, Secretary.

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THOMAS H. BATE & Co.,
No. 7 WARREN-ST.,
NEAR BROADWAY.

B. CROOK, No. 50 Fulton-st., Manufacturer and imperter of FISHING TACKLE in all its variety, Cutlery, Guns, Powder and Shot. Nets. Scines, and Fykes, &c. Repairing done at short notice. Established in 1837.

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A SHCROFT'S (Bourdon) SFEAM GAUGES.—
Perfectly reliable, handsomely made, and WARRANTED C. W. COPELAND, No. 122 Broadway, N. Y.

COUNTER-TWIST SPEEDERS, built to Danforth Cooke & Co., a very perfect macrine, and in good condition. Three Dam Spoolers, 34 Spindles each; two Creel Warpers, 195 Babbins each; cree 3-roll Drawing Frame, 4 double and 3 deliveries; two Hand Muler, 512 spindles each; one Chase Picker, two Charles, 195 Babbins each; cree 3-roll Drawing Frame, 4 double and 3 deliveries; two Hand Muler, 512 spindles each; one Chase Picker, two Charles Lappers. All or any part of this machinery will be add very law. GEO. H. JONES, Agent, Victory Mills, Saratogs Co., X.Y.

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JAMES BOGARDUS,
Architect in Iron, Originator, Constructor, and Patentee of
Iron Bulldings,
Patentee and Manufacturer of
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Machine Room, cor. White and Elimeta.
In Harlem Railroad Dept.
Office, No. 207 Gausiest, near Centre, New-York.
Iron building octuer Centre and Duaneeus, formerly occupied, has been removed in widening Duaneeu.

THE ERICSSON CALORIC ENGINE -The

Entlery, Bardware, &t.

BOILER and PLATE IRON, RIVETS, LAP-WELD BOILER FLUES, &c. A finite section of Extra Superior Quality—American Manufactura.

Also, a full stock of common gradus.

Stream Contracts solicited, and executed with promptness, at Lowest Manuer Rayes. Orders received for importation. WALLACE & BULKLEY, Nos. 10 and 12 Albany st., owr. Washington, N. Y.

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COLT'S PISTOLS AND RIFLES, GUN MATERIALS OF ALL KINDS. POWDER FLASKS, SHOT BAGS, Le. NGOT COPPER, SPELTER BANCA TIN, ANTIMONY, LEAD, SPELTER SOLDER, PIG IRON. For sale by JUHN W. QUINCY & Co., No. 89 William st.

NORWAY IRON-Best quality for Nailrods, received from Norway, for sale by C. E. HABICHT, No. 127 Postiet. SWEDES IRON, assorted, received direct from C. E. HABICHT, No. 127 Postri-st.

NORTHEEN R. R. of N. JERSEY-For Pier-mont, Nyach, Hackenmek, Englewood, &c. -Leaves foot of Courtlandt-st. (Sunday excepted) at 9:20 a m. and 5:50 and 5:50 p. m. Leaves Piermont at 6:50 and 7:45 a m. and 5:55 p. m.

CHAMBER ENAMELED FURNITURE A the old established Logie Manufactory. No. 634 Broadway, five doors above Laurs. Keene's Theater.—Elegant SUITES, in all esties and colors, from \$25 and upward Superint to any manufactured in this country. Wardrobes, Mattresses, &c. ENAMELED FURNITURE .- First-class. Comined and Ornamental, acknowledged superior in style and finish to any made in this country. Also, Marticeses, Bedding, &c., for sale by J. W. FISHER & Co., No. 652 Broadway ENAMELED CHAMBER SUITES of FURNI-TURE, in all colors and styles, wholesale or retail, at \$2 and upward. Also-MATTRESSES and PAILLASSES.
WARREN WARD, No. 277 Canal-st.

Four doors east of Broadway, N. Y. SCHOOL FURNITURE,
Of the most approved style, manufactured at the cidest
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Lecture Room and Sabbath-School Settless, Campstools,
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J. E. & W. W. CORNELL & Co. are magnifactores of IRON FRONTS for STORES, IRON BEAMS. FIRE-FROOF CEILINGS. FLOORS, and PARTITIONS, CAST and WROUGHT-IRON RAILINGS, for Dwellings, Offices, Parks, and CEMETERIES, of various designs.

I. L. CADY'S PATENT CHILLED-IRON BANK VAULTS. DOORS, and SAFES.
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IRON DOORS, VAULT DOORS, SHUTTERS, SASHES
SKY-LIGHTS, and FLOOR LIGHTS.

Designs for any of the above will be furnished on application.

Dreun Steamers, &t.

NOTICE to CALIFORNIA PASSENGERS.—
The TICKET OFFICE for the Pacific Mail Steamship Company has been REMOVED from No. 177 West-st., corner of Warren, to the office of the North Adamtic Steamship Company, on the what foot of Canal-st.

NOTICE to SHIPPERS to CENTRAL AMER-OTICE to SHIPPERS to CENTRAL AMERICA and WEST COAST of SOUTH AMERICA.—OF-FICE of the NORTH ATLANTIC STEAMSHIP Ce.—This Company is prepared to great through Bills of Lading, in con-nection with the Panama Railroad Company, on alipments of Merchandise to Central America and the West Coast of South America. The same facilities will also be adviced on adjunctua from Central America to Liverpool by arrangement with the Com-pany, No. 53 Wall-st., to

CALIFORNIA.

From the old established Wharf, foot of Warren-st.,

North River.

Steerage, \$50; Second Cabin, \$75; First Cabin, \$100, including Railroad Ticket.

FIFTH AND TWENTIETH OF EACH MONTH.

The favorite steamship NORTHERN LIGHT, \$25, \$12 o'clock, m., connecting via Panama Railroad with the steamship ORIZABA.

Extra greature of this line allocations of the steamship or th connection at the lathmus.

The NORTH STAR will succeed the NORTHERN LIGHT, leaving New York Oct. 20. leaving New-York Oct. 20.

For firelant or pressure apply at the only offices of the Line in the City of New-York.

No. 177 West-st., corner of Warren-st., and No. 5 Bowling Green.

D. B. ALLEN, Agent.

N. B.—All persons are firbld trusting any one on he above ships or owners. CALIFORNIA.

CALIFORNIA.

MERCHANTS' and MINERS' LINE,
Via NICARAGUA.
Only Line carrying the United States Mail.
Seven hundred miles shotter than any other route.
Through in 22 days.
The United States and Central American Transit Company will dispatch the splendid steamship SF. LOUIS, 2,900 tuns,
Capt. H. Chardelli, from New York for San Juan dei Norte, at
9 p. m., WEDNESDAY, Oct. 5, connecting via 1sthmes of
Nicatague, with the United States Mail steamship FACIFIC.
To scoute passengers against any liability of detention, arrangements have been made for an extra steamship to call at San
Juan dei Sur, on the Pacific, to transport the mails and passen-

For freight or passengers at the lowest rates, apply to the only flice of the Company—No. 5 Bowling Green. STEAM to LIVERPOOL and LONDON, calling at CORK to land and embark letters and passengers - The erpool, New-York, and Philadelphia Steamship Company' muid Glyde-bulli Iron Screw Steamships are intouded to sai

plendid Cryes-bull from Serve Schammer and S

For freight or passage apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New-York, Agent.

In Liverpool, to WM. INMAN, Tower Buildings.

GEEAT REDUCTION.—THE VANDERBILA

TREAT REDUCTION.—THE VANDERBILT OF EUROPEAN LINE UNITED STATES MAIL STEAM SHIPE and every fortnight between New York, Southamptos and Havre, under mell contract, leaving this side each alternate MEDINESPAT FROM REWYORK FAOM HAVE AND HAVE.

FAUDERSHIV, Lefevre. Sturday, Oct. 20 Wednesday, Oct. 20 Wednesday, Nov. 5 Wednesday, Nov. 5 Wednesday, Nov. 5 These Steamships have water-tight compartments.

Fauce of Fassacs either way the same, virt. VANDERSHIV—it cable, \$100 and \$100; 24 cable, \$50. ARELI—let cable, \$100; 250. ARELI—let cable, \$100; 250. ARELI—let cable, \$100; 250. ARELI—Students of Fassacs issued from Europe to America. Special Services of Medical Services of Me

Cotion and other Goods taken en freight at current rate NORTH ATLANTIC STEAMSHIP CO .-

REGULAR THROUGH LINE TO PANAMA RAILEOAD

PANAMA RAILEOAD

meding only with Steamers GOLDEN GATE, GOLDEN

AGE, JOHN L. STEPHENS, and SONORA,

of the Pacific Mail Steamship

Company at Panama

DIRECT TO ASFINWALL

The splendid Steamships BALTIC, ADRIATIC and ATLAN-Fig., having been entirely relitted and adapted to the California trade, will hereefter run as above, leaving this port on the STH and 20TH of EACH MONTH, from the foot of Capal-st, N. R.

from the foot of Canal-st., N. R.

The BALTIC, 4,000 time borden, A. G. Gray, Commander, all leave on the 5th of October, at 2 p. m., to connect at Panama with the well-known and superior Steamship JOHN L. STE-PHENS, F. R. Baby, Commander.

The ATLANTIC will follow on the 20th of October.

An experienced Surgeon is attached to each Ship.

Through Freight and Passengers will be immediately forwarded apon arrival of the Steamers at Asplawall.

Each of the above Steambings has especity for 600 to 800 tons Freight, which will be taken at moderate rates.

It is believed that the accommodation afforded by the above ships are unsurpassed by any in the world.

An extra chip is always in reserve at Passengers, beggage and Freight. Freight.
For fieleht, apply at the office of the Company, No. 88 Wall-st.
For passage, apply at the only effice of the Company's on the
WM. H. WICKHAM.

THE BRITISH and NORTH AMERICAN

FOR ALEXANDRIA, WASHINGTON, and GEORGETOWN.—The New-York and Virginia Sinew Eteamship Company's new and first-class steamship MOUNT VERNON, F. C. Smith, commander, will leave Fier No. 12, North River, for the above ports, SATURDAY, October 1, at 3, m. Cabin passage, with unsurpassed accommodations, S7-SA, Freight's cents per foot on measurement goods; other articles in proportion; and received on Fridays and Saturdays. No commission charged for forwarding. No bills of lading signed after departure of eteamer. For freight's or passage apply to H. B. CROMWELL & Co., No. 85 West-sh.

FOR SAVANNAH and FLORIDA-U. S. MAIL LINE.—The favorite steamship FLORIDA, Capt J. Crowell, will leave on SATURDAY, Oct. 8, at 4 p. m., from Pier No. 4 N. R. Through tickets given to Montgomery, Columbus, Atlanta, Albany, and Macon. Bulls of Leding signed only on board. For feelph or passes, apply to SAMUEL L. MITCHILL, a SON, No. 12 Breadway. THE NORTH GERMAN LLOYD'S STEAM-

BREMEN, H. Wessels, Commander, direct, carrying the United States Mall, on SATURDAY, Oct. 29, at 12 m., BREMEN, VIA SOUTHAMPTON,

BREMEN, via SOUTHAMPTON.

Laking passingers for
LONDON, HAVRE, SOUTHAMPTON and BREMEN,
At the following rates:

First Cabin, \$100; Second Cabin, \$60; Secerage, \$35,
For freight or passage, apply to
GELPCKE, KEUTGEN & REICHELT,
No. 84 Broadway.

Steamboats and Railroads.

DAY BOAT for ALBANY and TROY-Steamer METAMORA from fact of Jay at every TUESDAY, THURSDAY, and SATURDAY, at 7 a. m.

DAY BOAT for ALBANY -Steamer ARME-NIA, every MONDAY, WEDNESDAY, and FRIDAY, from foot of Harrison-st., at 7 o'clock a. m. FOR NEW-HAVEN-By steamers ELM CITY, from Prok-sip at 3 p. m., and TRAVELER at 11 p. m., ard ving in time for the morning trains. B. PECK, Agent.

FOR HARTFORD.—Frem Peck-elip at 4, p. m., GRANITE STATE, Mondays, Wednesdays, and Fridays CITY OF HARTFORD, Tuesdays, Thursdays, and Saturdays.

NEW-YORK and HARLEM RAILROAD.—
SUMMER ARRANGEMENT.
On and after WEDNESDAY, Sept. 21, 1859, trains will leave
solver. Station, New-York, as follows:
For Williams Bridge—7:48 and 11 a.m.; 2:30 and 2:30 p.m.,
For Williams Bridge—1:48 and 11 a.m.; 2:30 and 2:30 p.m.,
For White Plains—12:30 and 5 p.m., and 6:15 p.m., from
White and Centre-sta.
For Dover Plains—4 p.m.
From Albay—5:30 a.m. Mail Trein.
Dover Plains—5:30 a.m. Mail Trein.

Dever Plains-5:50 and 7a m., and 5p m.
White Plains-5:50 and 7a m., and 5p m.
White Plains-5:50 and 7a m., and 5p m.
Whiteme Bridge-6:46 and 9:30 a m; 1 and 3:40 p. m.
Abany-9:15 a. m. Mail Train. N. J. CAMPBELL, Supt.

FOR BOSTON and PROVIDENCE via NEW-PORT and FALL RIVER—The splendid and superior reamer METROPOLIS, Capt. Brown, leaves New York every FUESDAY, THURBDAY, and SATURDAY at 5 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY at 5 o'clock p. m., from Pier No. N.R. Hereafter no rooms will be regarded as secured to any appli-ant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by

THE REGULAR MAIL LINE via STONING-THE REJUDIAR MAIL BINE VIS STUNING— TON for BOSTON, PROVIDENCE—Land Route—The stortest and most direct—Carrying the Eastern Mail.
The steamers FLYMOUTH ROCK, Cept. Joel Stone, and C. VANDERBILT, Capt. D. B. Surges, in connection with the Stortington and Providence, and Boston and Providence Railroad, leaving New-York daily, (Sunday excepted) from pler No. 2, N. R. (first wharf above Battery place) at 5 p. m., and Storington at 8:38 p. m., or on arrival of the mail train which leaves Boston at 5:30 p. m.

60 p. m. C. VANDERBILT, from New-York, Monday, Wednesday of Friday. From Stonington, Tacaday, Thursday and Sat

day and Friday. From Stonington, Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New-York, Tuesday, Thursday and Saturday. From Stonington—Monday, Wednesday and Friday.

Passengers proceed from Stonington, per Railroad to Frovidence, and Soston, in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early Morning Lines counceting North and East. Passengers that prefer it, remain on board the steamer, only a night's rest undisturbed, breakfast if desired, and leave Stonington in the for Boston.

Even from Providence to Newport, 50 courts.

each way.

For passage, berths, state-rooms or freight, apply on board the
steamer, or at the Freight Office, pier No. 2, North River, or at
the office of the Company, No. 19 Battery-place.

NORTHERN PASSENGER ROUTE by steam er Francis Skiddy and Commodors, from foot of blesty-st., EVERY EVENING, except Saturday, at 5 o'clock to Troy, theme via Renselaer and Saratoga Race Road to White hall, there taking Lake tteamers America, United States, or Co nada, for all parts on Lake Champlain, Montreal and Ogdensburg Pare to Rutland, \$3.30; Burlington, \$4.75; Plattaburg, \$5.30

NEW-YORK AND ERIE RAILROAD. -On WAY PASSENGER at 3:30 p. m., for Newburgh, Middlebown, ad intermediate Stations. NIGHT EXPRESS at 4:30 p. m., for Dunkirk, Buffale, Canan NIGHT EXPERSS at 4:30 p. m., for bunker, canada, characteristics of principal Stations.

These Express Trains connect at Elmira with the Countains and Nisgara Falls Railroad; at Binghamton, with the Synamuse and Binghamton Railroad, for Syramuse; at Corning, with the Buffslo, Corning, and New-York Railroad, for Rachester and Buffslo; at Great Bend, with the Delaware, Larkawanna, and Western Railroad, for Cerotner, and at Buffslo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c., and the Canada Railroads.

NATH'L. MARSH, Receiver. CHAS MINOT, Gen'l. Supt

NEW-YORK and NEW-HAVEN RAILROAD.

1859. SUMMER ARRANGEMENT.

Commencing May 25, 1839.

Passengers Station in New-York, corner of 27th-st. and 4th-sv.

Kertrance on Tith-st.

Trains Leave New-York, 5:16 (ex.); 8:40 and
4:45 p. m. For Bridgeport. 7, 2 a. m. (ex.); 12:45, 3:15 (ex.); 8:40 and
4:45 p. m. For Bridgeport. 7, 2 a. m. (ex.); 12:45, 3:15 (ex.);
3:50, and 4:45 p. m. For Millord, Stratford, Fairfield, Southport
and Westport. 7 a. m.; 12:45, 3:50 and 4:45 p. m. For Rorwalk,
7, 9 a. m.; 12:45, 3:15 (ex.); 3:50, 4:45, 5:30, 6:30 p. m. For
Darion and Greenwicht, 7, 9 a. m.; 12:45, 3:50, 4:45, 5:30, 6:30
p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:15 (ex.), 3:50,
4:55, 5:30, 6:30 p. m. For Port Cheter and intermediate Stations, 7, 9 a. m.; 12:45, 3:50, 4:45, 5:30, 6:39 p. m.

FOR Bostoo, 8a. m. (ex.), 5:10 p. m. (ex.) For Chereticat River Railroad to Mentreal, 8 a. m. (ex.), 3:15 p. m. (ex.) For Chereticat River Railroad to Mentreal, 8 a. m. (ex.), 3:15 p. m. (ex.) For Chereticate River Railroad to Mentreal, 8 a. m. (ex.), 8:10 p. m. (ex.) to Northamp
ton. For New-Haven. New London and Sommeton Railroad and
3:15 p. m. For Canal Railroad to Northampton, 1
a. m. (ex.) and 12:45 p. m. For Houstandin Railroad, 8 a. m. and
3:15 p. m. For Naustauck Railroad, 3 a. m., 3:15 p. m. Fer
Dambury and Norwalk Railroad, 7, 9 a. m., 3:50 p. m.

JAMES B. H. OVT, Superintendent

ATEW-JERSEY RAILROAD—For PHILA

NEW-JERSEY RAILROAD—For PHILA
DELPHIA and the SOUTH and WEST, via JERSEY
CITY.—Mail and Express Lines leave New-York at 7, 9, and 11
a.m., and 4 and 8 p. m.; fare, 63. Through Tickets sold for Cinclinnail and the West, and for Washington, New-Orleace, and the South, &c., and through bagage checked to Washington in 7
a.m. and 6 p. m. trains.
J. W. WOODRUFF, Assistant Superintendent.
No bagage will be received for any trains unless delivered and checked fifteen minutes in advance of the time of leaving.

1859. THE PENNSYLVANIA CENTRAL The capacity of this Boad is now

(all Rail) are good on either of the above trains.

BOAT TICKETS from Busion are good, via Norwich, Fall River, or Stenington line.

Passengers from Washington City have two daily trains from Bailimore, connecting at Harrisburg for all points West—leaving Bailimore at —— a. m. and —— p. m.

Passengers for Sunbury, Willymaport, Elmiss, Burfalo Niagara, Falls, and intermediate points, leaving Philadelphia at 7:15 a. m. pt. directly through.

Tickets Westward may be obtained at the offices of the Company in Philadelphia, New York, Boston or Bailtimore; and Tickets Eastward at any of the regular Line of Steamers on the Massiscippi or Ohio Rivers.

ANK POR TICKETS BY PITTSBURGH.

The competion of the Western connections of the Pennsylvania Railroad of Cilicago makes this the DIRECT LINE BETWEEN THE EAST AND THE GREAT MORTH-WEST.

The connecting of tracks by the Railroad Bridge at Pittsburgh, avoiding all drayage or ferriage of Freight, together with the serving of time, are advantages readily appreciated by shippers of freight and the traveling public.

FERIGHTS WESTWARD.

avoiding an charge of Ferrage of Freign, together with the saring of time, are advantages readily appreciated by shippers of freight and the traveling public.

FREIGHTS WESTWARD.

By this route, freights of all descriptions can be forwarded from Philadelphia, New-York, Beston, or Baltimore, to any point on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iows, or Missouri, by railroad direct.

The Pennaylvania Railroad also connects at Pittsburgh with scamers by which goods can be forwarded to any port on the Ohio, Muskingum, Kentucky, Pennessee, Comberiand, Illinois, Wisconsin, Kanssa, athanasa, and Red Bivers; and at Cleveland, Sandusky, and Chicago with steamers to all ports on the North-Western Lakes.

Merchants and Scippers intrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to any point in the West by the Pennsylvania Railroad are at all times as favorable as any charged by other Railroad companies.

Be particular to mark packages "via Penn. R. R."

Merchania in the West ordering goods from the East, will do well to direct them to be stipped by this route.

For Freight Contracts or Shipping Directions apply to or address either of the fallowing Agents of the Computy.

D. A. STEWART, Pittaborgh;

Boyle & Co., Benbarowille, Ohio; R. McNoely, Maywellle, E. ;;
Ormsby & Crosper, Pottsmouth Ohio; Faddock & Co., Jeffersontille, Ind.; H. W. Brown & Co., Cincianasi, Ohio; A. there & Hibbert, Cincianasi, Ohio; R. C., Edwardille, Ind.; H. W. Brown & Co., Cincianasi, Ohio; A. Cher, & Hibbert, Cincianasi, Ohio; R. C., Medirum, Madison, Ind.; William Blincham, Louisville, Ky.; P. G. O'Riley & Co., Ecameville, Ind.; N. W. Graham & Co., Chicago, Ill.; R. F. Sass, St. Louis, Tenn.; Clark & Co., Chicago, Ill.; W. H. E. Koente, Atton, Ill.; Murphy & Walle, Dubuque, Iowa; or to Freight Agents of Raifroads at different points in the West.

Farties attending to their own shipments from the East will find it to their interest to call on the Agents of this Company at the following places before shipping; or letters addressed to either of them, so the subject of freights, will meet with prompt attention.

ion.

E. J. SNEEDER, Philadelphia.

MAGRAW & KOONS, No. 39 North-et, Baltimore.

LEZCH & Co., No. 2 Astor House, or No. 1 S. William et., N.Y.

LEZCH & Co., No. 34 Kilby et., Bostom.

H. H. HOUSTON, General Freight Agent, Philadelphia.

For through tickets apply at the office, No. 2 Astor House.

J. L. ELLIOUT, Agent.

L. L. HOUPT, General Ticket Agent, Philadelphia.

T. A SCOTT, General Superintendent, Altoona, Fa

HEALTH OF

AMERICAN WOMEN.

Reperts of Life Insurance Companies prove that the principal cause of death among women is disease of the great functions of womanhood termed uterine. From the age of 15 years upward, almost every woman appreciates this. The troubles come on gradually, and often unsuspected, until nerronaness, debility, and painful lood symptoms tell the said tale of disease. Wealth, refinement, social position, ofter no exemption, and in married or tingle the same cistressing symptoms are more with. As every woman is liable to these difficulties, so every one is interested in obtaining a remedy, which the admitted want of in the regular medical faculties, teaches us must be sought for elsewhere.

The experience of many years, the severe test of investigation by soleatific medical men, the use of the medicine in the practice and in the families of physicians, and its general use in the 'antilies of clercymen and among the most cultivated and refined in the country, has resulted in stamping the elegant and well-known preparation of the Grasfenberg Company as the only reliable ernedy ever known for the universal and distressing diseases of women.

It is not aftered, like most advertised remedies on a nestrum.

women. It is not affered, like most advertised remedies as a nostrum, or as ministering to the passions or indiscretions of humanity, but it is established as a reliable remedy for discrete to which corpy comen, without exception, is liable and which affect her in spite if the utmost care and purity.

It met with the opposition which has retarded every scientific is philanthropic reform, but it has proved itself fally equal to egressulations concerning it, and it is now completely established in public estimation.

nterine organs, as well as the constances of repairing from them.

Letters and testimonials from clergymen and public men of distinction can be seen at the rooms of the Grafenberg Co., No. 32 Park row, New-York, and convincing references to persons in the city vill also be given at the sum place.

Price, \$1,50 per bettle; fire bottles for \$6. It can be safely sent by express. Address JOSHUA F. BRIDGE, M. D., Seere tary and Counsiling Physician, Grasfenberg Company, Bo. 32 PARK-ROW, NEW-YORK.

Dr. J. F. BRIDGE may be consulted professionally, or by letter, at his rooms in the Grasfenberg Institution, No. 32 Park-rom. Office hours. 9 to 1 and 3-to 4.

EF 11 an extended opinion is required by letter, \$1 must be inclosed to insure reply.

A STONISHING.—Mr. Grey, 132 Chatham-st., cured of Piles, used two bottles of Dr. Leath's Yellow Dock Syrup. Depots, 130 Chatham; 5/2 Grand; and 476 Broadway.

Byrnp. Depots, 130 Chatham; 572 Grand; and 476 Broadway.

BURDSALL'S ARNICA LINIMENT FOR
BURNS.

READ THE EVIDENCE.

My daughter was scaded with hot water to such an extent that
my physician said she must die. I bathed her freely with Arnies
Lintment, which gave instant relief. I continued its use, and am
happy to say she is perfectly well, and not scarred.

CHARLES F. SONNEBORN, Stationer,
For sale at No. 34 Beekman-st., New York.

For sale at No. 54 Beekman-t., New-York.

SURE CURE for PILES.—The Medicine which the proprietor now offers to the public has been bested for more than ten years by physicians and others, and has in every case proved a certain cure for the above disease. Further, troublessme itching with which many are safficted, and which other remedies have failed to cure, this gives immediate relief. So thoroughly has it been tested that the subscriber has been induced to bring it before the public, and warrant a perfect oure in every case. In case of failure, the money will be refunded to the purchaser. Prepared by HENRY D. FOWLER, No. 71 Frince-st., Borton. Sold wholesale and retail by HEGEMAN & Co., and by Druggiats generally. Certificates accompany each bottle

Water Cure. DR. E. J. LOWENTHAL'S WATER-CURE

and GYMNASIUM.—Hotel accommodations for Transical and Permanent Boarders. No. 110 Bloocker st., Now York. Legal Notices.

In PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against MARCIA ABBE, late of Rockland, in the State of Maine, deceased, to present the same, since understhereof, to the subscriber, at the office of HENRY P. FESSENDEN, at No. 70 Wall-street, in the City of New York, on or before the fourteenth day of Junary next.—Dated New-York, the eleventh day of July 1953.

SAMUEL C. FESSENDEN, Administrator, 1913 lawsmw.

IN PURSUANCE of an order of Roswell C.

Brainard, esq., Surrogate of the County of Kings, notice is hereby given, according to law, to all persons having claims arinst CARMAN A. SIMONSON, late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the

Fulton Market, in the City of New-York, on or before the Lith day of January next.—Dated July 5, 1839.

SARAH ANN SIMONSON, Executors.

IOTICE

OTHER NOTICE of APPLICATION for the discharge FORMAN WILKINSON of the City of Syracuse, in the County of Oncodage, in his individual capucity, and as member of the firm of Howlard and Wilkinson. Creditors to appear before the Hon. Richard Weelwerth, County Judge of Oncodage County, a counselor at law of the Supreme Cop*, at his office in the Court-House, in the City of Syracuse, on the 30th day of November next, at 10 o'clock in the forenoon, o show cause, if any they have, why an essignment of eaid has "vent's estate should not be made, and he be discharged from his det to, pursuant to law.

Seld law llow W*.

J. WILKINSON, Atty for Instal.

Syracuse, New-York.

SUPREME COURT, COUNTY OF QUEENS, SUPREME COURT, COUNTY OF QUEENS,
—Edward W. Bradley agt. Charles F. Toy, Daniel F. Chilson, Mazdelena Boerum, and Sylvanna S. Smith, Warren Mitchell, and R. S. Thorne, Excentors, &c., of the last will and testament of Jon T. Mitchell, decreased, summons for relief (Com. not
served): To the Defendants: You are her-by summoned and required to answer the complaint in this action, which was filed in
the office of the Clerk of the County of Queens, at Janualca, Long
Island, onthe 14th day of March, 1857, and to serve a copy of your
snewer to the said complaint on the subscribers, at their office, No.
82 Broadway, in the city of New-York within twenty days after
the service of this summons on you, exclusive of the day of such 82 Broadway, in the city of reservoir exclusive of the day of such service; and if you fail to answer the said complaint within this softens of the relief demanded in the complaint.—Dated New-York March 14th, 1857.

and lawlow Wed Plaintiff a Attys, No. 82 Broadway.

New York Daily Tribune

FROM THE AFRICAN SQUADRON.

Correspondence of The N. Y. Tribune. UNITED STATES SHIP PORTSNOUTH,

MOSROVIA, Aug. 10, 1859. Well, here we are, on the "West Coast" As little has been heard of us since we left the United States on this cruise, it may not be amiss to give you some idea of our whereabouts and our proceedings up

In obedience to orders from the Navy Department, we sailed from Portsmouth, N. H., on the Tid of May last. After a passage of less than nineteen days, our good ship was at anchor in the Bay of Funchal, Ma-

last. After a passage of less than nineteen days, our good ship was at anchor in the Bay of Funchal, Madeirs. We found the fiss-ship of the squadron, the Cumberland, there, anxicusly awaiting orders for her to proceed to the United States, which it was expected would be received by us; but, to their great disappointment, we came, but the orders didn't.

We lay under the s'ern of the Cumberland nearly a month, and then, on July II, sailed for Porto Grande, to receive the squadron's mail, which arrived on the 10th ult., and then sailed for Porto Praya, the depot of the American squadron on the Coast of Africa. What possessed Uncle Sam to fix upon this place for a rendezvous, it is difficult to imagine. It is a very poor harbor, and in taking provisions ashere or on board, there is invariably considerable loss in passing them through the surf. But here the station has been fixed; and by the American principle of "saving at the "spigot and wanting at the bung," I suppose that it will remain here.

A great many books have been published, and a great many letters written, by officers who have been from tiac to time attached to vessels on this station, but nothing has been said in relation to the clumsy arrangement of the forces sent out here by the United States. The distribution of the squadron has been, and is row, such as to render it very inefficient. How can it be expected that the requirements of Government can be accomplished when our depot for provisions, Port Praya, as more than two thirds of the time is employed in going and returning to this out of the way deop, and to Madeira, some twelve

great many books have been published, and a great many letters written, by officers who have been from time to time attached to vessels on this station, but nothing has been said to relation to the clumay arrangement of the forces sent out here by the United States. The distribution of the squarron has been, and is now, such as to render it very inefficient. How ear it be expected that the requirements of Government can be accomplished when our depot for provisions, Port Praya, is more than two thirds of the time is employed in going and returning to this out-of the way depot, and to Makeira, some twelve hundred miles further, for "recreation?" It is argued that Madeira is necessary as a part of the sanutary measure for the preservation of the squarron's health; but would not St. Helena be a much better place? It is much nearer our cruising ground, and always more accessible; the trade-winds interfering makerially with the upward passage to Madeira. Little Fish Bay, in

CENTRAL RAILROAD of NEW-JERSEY—
Connecting at New-Hampton with the Delaware, Lacks warms and Western Eathreaf, and at Easton with the Joshige Bowers, at 2.25 and 11 delay to the Section and intermediate placer from Pier No. 3, Burch Biver, at 7.25 and 11 d. a. m. and at 9, m.; the Section of the Easton and intermediate placer from Pier No. 3, Burch Biver, at 7.25 and 11 d. a. m. and at 9, m.; the Section of Continuous at 1 d. m.; the Section with the Leslies will be seen to the Section of the Section with the Leslies will be seen to the Section of the Section will be seen to the Section of the Section will be seen to the Section of the Section of the Section will be seen to the Section of the Section o

arrangement and distribution of their squafror. They have no depot away up among the Cape de Verde Islands, I'll assure you.

We are now engaged in taking in water. When that is completed, we pursue our cruise along the coast, touching at all the principal towns and villages. We may sail to morrow.

WRITER.

THE CONTROVERSY IN THE METHOD. IST EPISCOPAL CHURCH.

SIR: Your cander will allow a few remarks is reply

to grave personal misrepresentations, made by your correspondent of Saturday. The controversy alluded to by him was opened for "free discussion," in The Christian Advocate and Journal, soon after the last General Conference of the M. E. Church, and was continued for more than a year, when, by the general demand of the readers of the paper, it was suspended, with the promise that it should be opened again, for a free review, at a suitable time before the coming General Conference. This promise has been fully accom-plished. The course of editorials attacked by your correspondent were given, with everything wa against them, from week to week; and, after they were concluded, replies to them were also inserted for some weeks. The editorials were then put into a pamphlet, and the controversy closed; it was deemed exhausted, and a general demand was made, especially by the lay patrons of the paper, for the conclusion of the discussion. The pamphlet was sent out with an express declaration in the preface that, as the controversy had been thoroughy prosecuted, the author of the publication would leave it to stand on its own metits, and would not resume the dispute by replies to attacks made upon the pamphlet. This pledge sas made for the peace of the denomination, and as the pamphlet was thoroughly pacific, and disenselve from discord, and especially from disunion, it was hoped that if replies were considered necessary they would be made in its own form, and with its own calm temper. Not till these things were done, and the pamphlet was found to be exerting an important influence, did your correspondent demand the reopening of the controversy in The Advocate. How far it accords with the "amenities of literature," or the courtesy proper between controversialists, not to say gentlemen, for him to demand a resumption of the dispute under such circumstances, I must leave to the consideration of your readers.

It is not a fact, as he says, that "an article" from were concluded, replies to them were also inserted for

stances, I must leave to the consideration of your readers.

It is not a fact, as he says, that "an article" from him was declined by the editor "without examination." No article was submitted, but only a proposition to reply to the pamphlet; and the reasons above stated were alone given for declining it.

It is not true that the "audience of The Advocate" is compelled to hear what Dr. Stevens is pleased to "say, without the privilege of an answer." The whole "audience" knows that the entire subject was open for months for free discussion, and was freely discussed till the "audience" itself was wearied out with it, and lemanded its conclusion.

The attempt of your correspondent to represent The Advocate, or the pampblet, as threatening dismaion, is utterly incorrect, as the readers of both know. They cited threats of the kind from both extreme parties, and remonstrated against both. At the time the pamphlet was issued, it is well known that one of the organs of the party represented by your correspondent, declared that if what is admitted by the opposite party as a constitutional way of effecting the proposed change should not be successful, then a course which is believed to be unconstitutional should be pursued, "let "the consequence be what it may;" and that if this alleged unconstitutional "act rends the churches and "Conferences, so much the better." Since the publication of the articles of The Advocate (whether by their influence or not), this menace is understood to be virtually withdrawn, and the proposed course abandered, and as the variations of opinions and measures.

cation of the articles of The Advocate (whether by their influence or not), this menace is understood to be virtually withdrawn, and the proposed course abandoned; and as the variations of opinions and measures among the extreme party have at last clearly defeated every dangerous plan so far as the next General Conference is concerned, and all possibility of a division of the body at that session, and for four years ensuing, is past, corclusively, no paper has more emphatically remonstrated against the assertion of any such peril than The Christian Advocate.

The ground of the peril, as given by your correspondent, is also incorrect; and the qualified program ne which he presents, making provision for necessary or humane cases of slaveholding, is very nearly, if not identically, what the editor of The Advocate contended for; it amounts to but a definition of what is the setual position of the denomination; but it is well known that the expression of such qualifications in the law, has been persistently reasted by the party which your correspondent represents—and precisely here has been the chief though not the whole peril of the Charch.

In fite, Sir, I can refer your readers to an article lately in your columns, signed "A Methodist" (Republican, as an expression of my own views, and, as I believe, of the views of the great mass of lay Methodist son this whole subject. And as any prosibility of the success of the obnaxious measure appears tow to be past, I do not deem it necessary to defend myrelf further against your correspondent than by this reference to that article. It is the profound convertion of the Methodist people generally that this menapy controversy can be pacifically adjusted, if the lew leading disputants will only cease their personal misrepresentations and put their heads and hearts together as brethren.

Anext Serks.

New York, Sept. 26, 1269. EXCHANGING SERDS .- A correspondent wants us to call the attention of all Farmers' Clubs, and all Agricultural Associations, the the advantages that would accrue to all their members, by organizing a seed exchange, either free, or for buying and selling of each other at fixed prices. He would have the women folks of the garden and farm also engaged so as to make exchanges of flower seeds, and an increased cultivation. One reason given for the necessity of such an

exchange is the bad character of the seeds sold by seedsmen and country stores in general. The proposition is a good one. Let it be thought of and improved upon.

As HUNDRED FOLD .- Samuel Higgins of Kiederheck, N. Y., writes us that he raised 107 Prince Albert potatoes from one, all but three of marke able size, and weighing 45 pounds. Now, if this can be done orce, we want to know why it can't be done twice, with the same sort of cultivation; and we want to know if such cultivation would not be more profitable han the present mode?